

In the Claims:

1. (Previously Cancelled).
2. (Previously Presented): A dual drive system for providing power to two subsystems, the dual drive system comprising:
 - a dual-speed reversible electric motor, having a main shaft with a longitudinal main shaft axis, a first end, and a second end;
 - a first over-running clutch assembly having a first output shaft, a first output speed, and having a free-wheeling rotational direction, the first over-running clutch assembly being connected to and driven by the first end of the main shaft;
 - a second over-running clutch assembly having a second output shaft, a second output speed, and an opposite free-wheeling rotational direction, the second over-running clutch assembly being connected to and driven by the second end of the main shaft;
 - a first subsystem, connected to and driven by the first output shaft; and
 - a second subsystem, connected to and driven by the second output shaft.
3. (Previously Cancelled).
4. (Previously Presented): The system of Claim 2, wherein the first over-running clutch assembly further includes a gear system arranged to one of reduce and increase the first output speed.
5. (Previously Cancelled).
6. (Previously Presented): The system of Claim 2, wherein the second over-running clutch assembly further includes a second gear system arranged to one of reduce and increase the second output speed.
7. (Cancelled):
8. (Cancelled):
9. (Cancelled):
10. (Previously Presented): A dual drive system for providing power to two subsystems, the dual drive system comprising:

a reversible drive power source, having a main shaft with a longitudinal main shaft axis, a first end, and a second end;
a first over-running clutch assembly having a first output shaft, a first output speed, and having a free-wheeling rotational direction, the first over-running clutch assembly being connected to and driven by the first end of the main shaft;
a second over-running clutch assembly having a second output shaft, a second output speed, and an opposite free-wheeling rotational direction, the second over-running clutch assembly being connected to and driven by the second end of the main shaft;
a first subsystem, connected to and driven by the first output shaft;
a second subsystem, connected to and driven by the second output shaft; and
a second drive power source, having a drive shaft with a longitudinal drive axis, arranged so that the drive shaft of the second drive power source is connected to and drives the second subsystem.

11. (Original): The system of Claim 10, wherein the second drive power source is a single speed non-reversible electric motor.

12. (Original): The system of Claim 10, wherein the longitudinal drive axis of the drive shaft of the second drive power source is aligned co-linear with the longitudinal main shaft axis of the main shaft of the reversible drive power source.

13-21. (Previously Cancelled).

22. (Original): A dual drive system for providing power to two aircraft subsystems, the dual drive system comprising:

a reversible drive power source incorporated in an aircraft, having a main shaft with a longitudinal main shaft axis, a first end, and a second end;
a first over-running clutch assembly having a first output shaft, a first output speed, and having a free-wheeling rotational direction, the first over-running clutch assembly being connected to and driven by the first end of the main shaft;
a second over-running clutch assembly having a second output shaft, a second output speed, and an opposite free-wheeling rotational direction, the second over-running clutch assembly being connected to and driven by the second end of the main shaft;
a hydraulic pump, connected to and driven by the first output shaft; and

an air compressor connected to and driven by the second output shaft.

23. (Previously Presented): The system of Claim 22, wherein the reversible drive power source is a dual-speed reversible electric motor.

24. (Original): The system of Claim 22, wherein the first over-running clutch assembly further comprises a gear system arranged to reduce or increase the first output speed.

25. (Original): The system of Claim 24, wherein the gear system comprises a harmonic drive gear set.

26. (Original): The system of Claim 22, wherein the second over-running clutch assembly further comprises a second gear system arranged to reduce or increase the second output speed.

27. (Original): The system of Claim 22, wherein the air compressor is an air cycle machine arranged for air-cooling.

28. (Original): The system of Claim 27, further comprising:

- a second drive power source, having a drive shaft with a longitudinal drive axis, arranged so that the drive shaft of the second drive power source is connected to and drives the air compressor.

29. (Original): The system of Claim 28, wherein the second drive power source is a single speed non-reversible electric motor with its longitudinal drive axis aligned co-linear with the longitudinal main shaft axis of the main shaft of the reversible drive power source.

30-34. (Previously Cancelled).

35. (Previously Presented): A dual drive system for providing power to two subsystems, the dual drive system comprising:

- a reversible drive power source, having a main shaft with a longitudinal main shaft axis, a first end, and a second end;
- a first over-running clutch assembly having a first output shaft, a first output speed, a harmonic drive gear set arranged to reduce or increase the first output speed, and having a free-wheeling rotational direction, the first over-running clutch assembly being connected to and driven by the first end of the main shaft;
- a second over-running clutch assembly having a second output shaft, a second output speed, and an opposite free-wheeling rotational direction, the second over-running

clutch assembly being connected to and driven by the second end of the main shaft;
a first subsystem, connected to and driven by the first output shaft; and
a second subsystem, connected to and driven by the second output shaft.